



REF 2011-02

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**Virginia Port Authority
600 World Trade Center
Norfolk, Virginia 23510-1679
Telephone (757) 683-8000
Fax (757) 683-8500**

Jerry A. Bridges
Executive Director

December 8, 2009

Charles M. Badger, Director
Virginia Department of Rail and Public Transportation
1313 East Main Street, Suite 300
Richmond, VA 23219

**RE: Rail Enhancement Funding Application
Newport News Warehouse D Rail Addition and Modification**



Dear Charles,

Please accept the enclosed Rail Enhancement Funding application package submitted on behalf of the Virginia Port Authority (VPA). The application requests \$2,450,000 in REF funding assistance for engineering design, and construction services for the construction of the Newport News Warehouse D Rail Addition and Modification Project.

The Newport News Warehouse D Rail Addition and Modification project will enable NNMT to expand its train movement capacity, increase operating efficiency, reduce roadway congestion and stimulate the economy by bringing in additional break-bulk cargo to this facility. The project will construct a dual rail siding capable of handling 12 workable cars at a time.

Current NNMT rail operations result in an average of 1,300 railcars per year being handled with a majority of them generated by one customer. If the rail addition and modification is completed adjacent to Warehouse D, the number of railcars is expected to more than double its current annual volume resulting in the movement of 3,000 rail cars per year through the terminal by the year 2013. In addition to expanding the rail capacity of NNMT, the increased rail operation has the potential to create 15 – 20 additional jobs by 2013, and will also reduce roadway congestion by shifting approximately 9,500 tractor trailers of cargo per year to rail.

The VPA, through revenue generated from Virginia International Terminals (VIT) terminal operations (as opposed to Commonwealth Port Funds provided by the Commonwealth of Virginia), will provide a 31% match for this project by funding up to \$1,100,000 in design/construction costs through terminal revenue funds from Virginia International Terminals (VIT) operations. We plan to award design by March 2010, and be completed with construction in 2011.

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Rail Enhancement Funding Application
Newport News Warehouse D Rail Addition and Modification

Please let us know if you need any additional information, and if a briefing would facilitate a better understanding of the Newport News Warehouse D Rail Addition and Modification, and the importance of this funding application.

Sincerely,

A handwritten signature in blue ink, appearing to read 'K. Abt', with a stylized, flowing script.

Kevin P. Abt, P.E.
Chief Engineer
Virginia Port Authority

enclosures

Rail Enhancement Fund
Project Application Form
Newport News Warehouse D Rail Addition and Modification

8 December 2009



**Rail Enhancement Fund
Project Application Form**

Internal Use

DRPT Tracking #

Date: 12/8/2009

A. Name of Applicant (Name and Address)

Virginia Port Authority

600 World Trade Center

Norfolk, VA 23510

Applicant type:

☐ Passenger Railroad

☐ Freight Railroad

☐ Locality

☐ Business

☒ Other (Regional Agency)

B. Contact Information:

Responsible Person/Title: Jeff Florin / Deputy Director, Operations, COO

Telephone: 757-683-2150 Fax: 757-683-2151 Email: jflorin@portofvirginia.com

Project Manager/Title: Kevin Abt / Chief Engineer

Telephone: 757-683-2139 Fax: 757-683-2151 Email: kabt@portofvirginia.com

C. Project Title: Newport News Warehouse D Rail Addition and Modification

D. Project Location: (City/County, Rail line, Railroad Mile Post, attach map)

Newport News Marine Terminal

25th Street & Warwick Blvd, Newport News Virginia, 23607

Rail Enhancement Fund
Project Application Form
Newport News Warehouse D Rail Addition and Modification

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E. Owner of Property/Right-of-Way/Facility/Personal Property: Virginia Port Authority

F. Responsible Party for Continuous Maintenance of Project: Virginia Port Authority

G. Project Information:

1) Description of Project:

The project involves the installation of new rail track and the relocation/upgrade of a portion of existing track on Newport News Marine Terminal's property between Warehouse A and Warehouse D, as well as some modifications to Warehouse D. This proposed project area can be seen in Figure 1 on the following page. The existing track allows port cargo to be loaded and offloaded at Pier B on NNMT. The proposed addition and upgrade will continue to allow cargo to be handled at Pier B while adding the ability for new cargo to be worked simultaneously at Warehouse D.

The proposed project will be completed in two phases and include the temporary relocation of the Pier B lead track north of its current location so existing cargo movement and handling will not be impeded by the construction of the new storage tracks. The second phase will consist of installation of the two (2) new tracks adjacent to Warehouse D, adjustments to the Pier B lead track and modifications to Warehouse D. Given the topography at NNMT and the existing warehouse floor elevation, the grade and drainage system north of the warehouse must be lowered prior to the installation of the two, new tracks, and the two tracks will provide a workable siding to allow cargo movement between the warehouse and the rail. The siding will provide storage for 6 box cars per track, enabling a minimum of 12 box cars to be worked per day.

2) Project Objective:

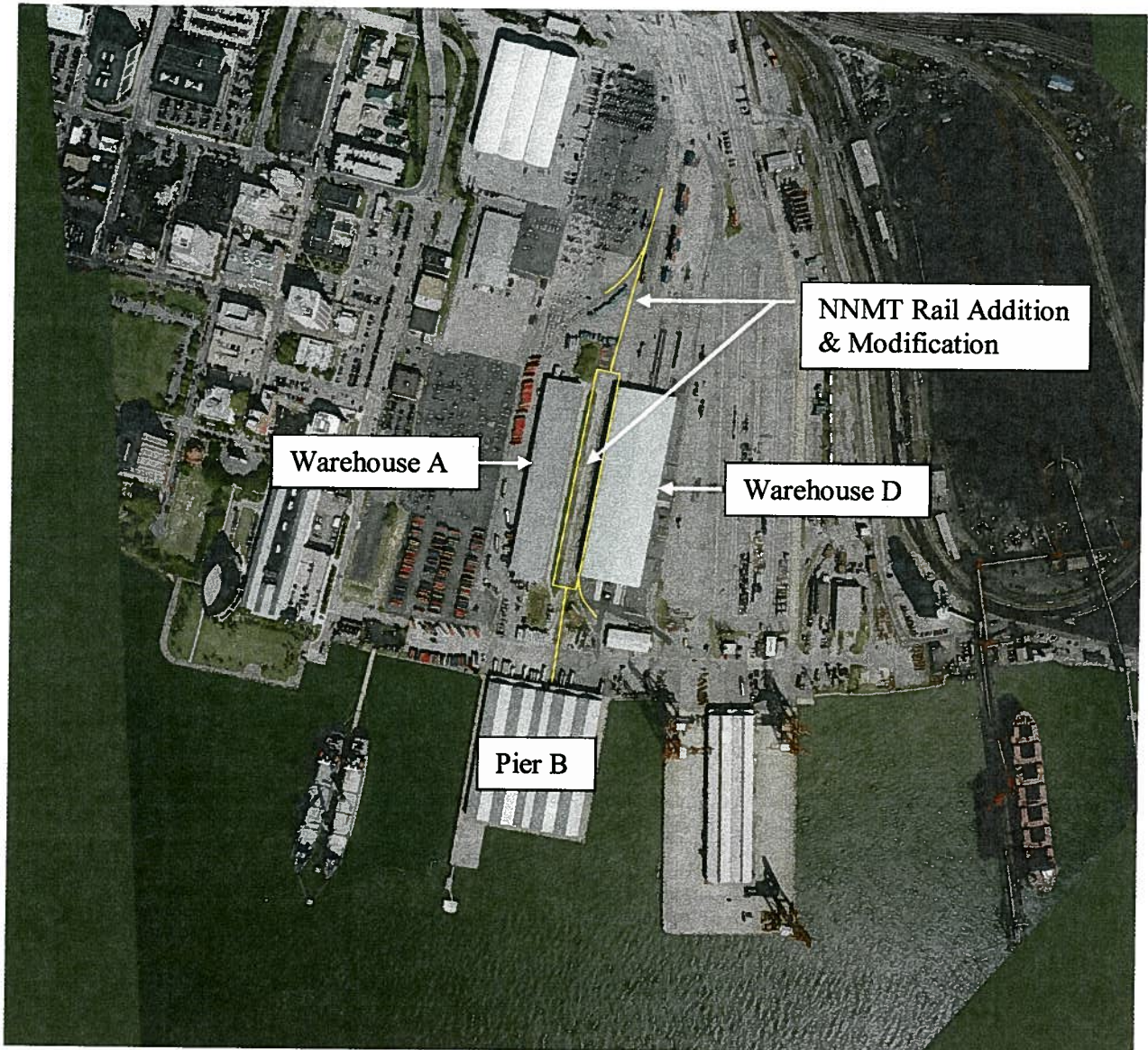
Rail volume over the last five years has increased at an average annual rate of 14.8% and remains the fastest growing sector of the Port's growth. In addition, opportunities to increase break-bulk cargo by rail transport exist. The Newport News Marine Terminal is the Port of Virginia's largest break-bulk cargo terminal; however, the current configuration limits the Port's ability to capitalize on CSX's main rail line located just east of the terminal.

Newport News Warehouse D Rail Addition and Modification

The **Newport News Warehouse D Rail Addition and Modification** project will enable NNMT to expand its train movement capacity, increase operating efficiency, reduce roadway congestion and stimulate the economy by bringing in additional break-bulk cargo to this facility and enabling it to be shipped out by rail in lieu of by truck. The project will construct a dual rail siding to enable the handling 12 workable cars at a time.

Current NNMT rail operations result in an average of 1,300 railcars per year being handled with a majority of them generated by one customer. If the NNMT rail addition and modification is completed adjacent to Warehouse D, the number of railcars is expected to more than double its current annual volume resulting in the movement of 3,000 rail cars per year through the terminal by the year 2013.

In addition to expanding the rail capacity of NNMT per year, the increased rail operation has the potential to create 15 – 20 additional jobs by 2013, and will also reduce roadway congestion by shifting over 9,500 tractor trailers of cargo per year to rail.



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Newport News Warehouse D Rail Addition and Modification

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Figure 1: NNMT Project Location

3) Relationship to Other Projects under Development by Applicant or Previously Funded by this Program:

NNMT Warehouse D.

This project included the design and construction of a one story, 200,000 +/- square foot warehouse for the storage of breakbulk materials and was completed in 2008. The design was based on the expectations that this facility would be used as a transshipment location for various goods. The construction cost of the warehouse was \$8.9 million and was fully-funded by the VPA.

4) Describe the Public Benefit of Project. Identify significant types of benefits and beneficiaries from this project. (See Attachment A)

The benefits of the Newport News Warehouse D Rail Addition and Modification project include:

- a. Enhancing Port effectiveness and competitiveness through improvements to existing infrastructure.
- b. Increased rail use over truck hauling
- c. Increased tonnage of cargo handled at NNMT.

The project also supports the following Virginia State Rail Plan Goals:

- a. Promote safety and security by *reducing truck traffic on highways.*
- b. Improve system capacity, reliability and speed by *facilitating increased cargo throughput via rail and mitigating highway congestion.*
- c. Improve Virginia's economic competitiveness and quality of life by *reducing congestion on roads, and reducing air pollution.*
- d. Support Virginia DRPT Public-Private Partnership efforts and program delivery by *ensuring the project provides excellent return on investments in terms of air quality improvement and reduced highway congestion.*

5) Attachment A – Project Data Information Form – Must be completed by Applicant and submitted with this application.

Newport News Warehouse D Rail Addition and Modification

H. Type of Project:

- 1) ☒ New Construction ☒ Rehabilitation ☐ Study
- 2) ☒ Rail Infrastructure ☐ Rail Facility/Station
☐ Equipment/Rolling Stock ☐ Signals/Communication Equipment
- 3) Other _____

I. Application Scope of Work Covers:

☒ Entire Project ☐ A Phase of a Multi-Phase Project ☐ Completion Phase

J. Project Budget Summary:

Preliminary Service, Engineering, or Feasibility Study	\$N/A
Environmental Evaluation	N/A
Design Engineering	250,000
Right of Way Acquisition	N/A
Construction	3,200,000
Construction Management	100,000
Lease/Acquisition of Equipment	N/A
Public Involvement (if applicable)	N/A
Other _____	_____
Subtotal Project Budget	\$3,550,000
Total Project Budget	\$3,550,000

K. Attach detailed budget and schedule information. If the project is for final design, construction or procurement; then plans, specifications and reports to a preliminary engineering level (approximately 30%) should be provided to support the project cost and major features (if applicable). A sample budget and schedule is included in Appendix D.

L. Rail Enhancement Funds Requested in this Application: \$2,450,000
Maximum 70% of Total Project Budget. Do not include any previous allocations or future phases.

Rail Enhancement Fund
Project Application Form
Newport News Warehouse D Rail Addition and Modification

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M. Local Match Required by Applicant: \$ 1,100,000

At least a minimum 30% of Total Project Budget

If Overmatch, Provide Percentage

1) Match Breakdown by Source (Including any in-kind match)

a. Provider of Local Match Virginia International Terminals

b. Status (confirmed/anticipated) Confirmed

c. Attach justification for value of in-kind match.

2) Other Funding Sources Beyond Match Requirement

a. Provider of Overmatch

b. Status (confirmed/anticipated)

N. Project implementation schedule (based in months). List major milestones of the project, including environmental review and public involvement points if applicable.

Design will begin in March 2010. Construction of the project will commence in 2010 and will take approximately 12 months to complete.

O. Statement of how this project promotes or does not preclude dual/multi-access use.

This rail is owned and operated by the Virginia Port Authority and therefore does not preclude dual/multi-access use.

P. List additional users of rail line, facility, and/or equipment.

CSX Corporation

Q. Identify any possible environmental or other issues/concerns within the scope of this project.

There will be no permanent negative impacts on air or water quality, and the project will not consume any significant areas of land, water, or animal habitat.

Rail Enhancement Fund
Project Application Form
Newport News Warehouse D Rail Addition and Modification

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Required Attachments:

Application is not complete without items 1-6 completed by the Applicant and submitted with the Application. Items 1-4 can be found on the DRPT website:

<http://www.drpt.virginia.gov/projects/ref.aspx>

- 1. Attachment A - Project Data Information Form (Provided)**
- 2. Attachment B - Application Checklist (Provided)**
- 3. Data Request Form (Provided electronically in Excel)**
- 4. Detailed cost, budget and schedule. Include preliminary engineering to 30% report, if applicable (Sample in Appendix D)**
- 5. Certification of Match/% of Match/Documentation of Source of Match Including Defined Match Source (To be provided by Applicant)**
- 6. Certification of Additive Investment (To be provided by Applicant)**
- 7. Statement from the Applicant/Owner of the facility that the SWAM participation goals will be achieved by the project.**
- 8. Statement from the owner of the facility that acknowledges the Commonwealth will have a public interest in the facilities, materials, equipment and improvements funded or impacted by this project (To be provided by Applicant/Owner)**

Application and Attachment Certification

To the best of my knowledge all information contained in this application and its attachments is true. The information provided to the Virginia Department of Rail and Public Transportation (DRPT) is subject to full disclosure except where protected by Virginia Code. Any additional documentation related to this application will be provided to DRPT upon request.

Authorized Signature and Title:



Date: 12-8-09

Kevin P. Abt, P.E. Chief Engineer
Virginia Port Authority

Rail Enhancement Fund
Project Application Form

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Newport News Warehouse D Rail Addition and Modification



**Rail Enhancement Fund
Project Application
Completed Application Submission Information**

One signed original, twelve copies, and an electronic copy in pdf format of the completed application and required documentation must be mailed under applicant cover to:

Director
Virginia Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, VA 23219

Rail Enhancement Fund
Project Application Form
Newport News Warehouse D Rail Addition and Modification

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Rail Enhancement Fund
Project Application

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Attachment A
Project Data Information Form

Date: 12/8/2009

Name of Applicant and Project

Virginia Port Authority -- Newport News Warehouse D Rail Addition and Modification

General Instructions: Please complete the following forms that apply to the project application.

- For Freight Service projects, complete forms A1, A2 and A5
- For Intercity/Amtrak passenger projects, complete forms A1, A3 and A5
- For Commuter/VRE passenger projects, complete forms A1, A4 and A5
- For projects that involve benefits to both freight and passenger projects, form A1 and forms A2-A4 that apply must be completed. For each completed form A2-A4, a form A5 must be completed for each category for projects resulting in multiple project benefits.

Terms:

Project Cost and Construction Period: Form A1 shall be completed with total project cost by year of expenditure with total DRPT cost identified by year of expenditure. This section must be completed for all project applications.

Demand Characteristics: This category of information relates to the additional demand for rail service (including freight and passenger) due to the project. This additional demand must be over and above baseline conditions that currently exist. The specific data to enter here defines initial demand, steady state demand, and the years until steady state demand is achieved.

Steady State Demand: This term refers to the point at which the project benefits/demand have reached a long-term, sustainable level.

Project Impact on Travel Distance: This category of information includes the distance that would be traveled by vehicle or train. All distances should be limited to miles within Virginia. The distance should relate directly to the project-impacted area.

Demand Characteristics for a 15-year Performance Period: This term refers to the project output by performance year, which will be utilized to determine the public benefits and to determine the performance requirements over the 15-year Performance Period of the Grant Agreement.

Rail Enhancement Fund
Project Application Form
Newport News Warehouse D Rail Addition and Modification

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Attachment A
Form A1 – Project Cost and Construction Period

Year	Total Project COST	Total DRPT COST
2010	\$ 2,560,000	\$1,900,000
2011	\$ 990,000	\$550,000
Total	\$ 3,550,000	\$2,450,000

Notes:

Use Form A-5 to provide demand characteristics for the 15-Year Performance Period.

Rail Enhancement Fund
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Attachment A
Form A2 – Freight Service

Demand Characteristics	CATEGORY	UNITS	VALUE
	Steady state demand -- diversion of freight to rail (from trucks)	Tons/Year	210,000
	First year of diversion	Tons/Year	91,000
	Number of years until steady state	Number of Years	3

Project Impact on Travel Distance	CATEGORY	UNITS	VALUE
	Rail miles in Virginia (Existing routing before project)	Miles	No Change
	Rail miles in Virginia (routing after project completion)	Miles	No Change
	Number of years until steady state	Number of Years	Not Applicable

Conversions	CATEGORY	UNITS	VALUE
	Railcars per Train	Railcars/Trains	12
	Rail tons per Railcar	Tons/Railcar	70
	Trucks per Railcar	Trucks/Railcar	3.18

Other	CATEGORY	UNITS	VALUE
	Change in Daily Delay for Freight Trains	Railcars/Trains	Not Applicable
	Reduction in Number of Rail At-Grade Crossings	Tons/Railcar	Not Applicable

Newport News Warehouse D Rail Addition and Modification

Use Form A-5 to provide demand characteristics for the 15-Year Performance Period.

Attachment A
Form A3 – Passenger Service – Intercity/Amtrak

Demand Characteristics	CATEGORY	UNITS	VALUE
	Annual Amtrak Passengers (Existing)	Passengers/Year	Not Applicable
	Steady State Demand – Additional Amtrak Passengers	Passengers/Year	Not Applicable
	First Year Number of Additional Passengers	Passengers/Year	Not Applicable
	Number of Years Until Steady State	Number of Years	Not Applicable

Project Impact on Travel Distance & Time	CATEGORY	UNITS	VALUE
	Amtrak Passenger Trip Length (Existing)	Miles	Not Applicable
	Amtrak Passenger Trip Length (After Project Completion)	Miles	Not Applicable
	Amtrak Travel Time Per Trip (Existing)	Minutes	Not Applicable
	Amtrak Travel Time Per Trip (After Project Completion)	Minutes	Not Applicable

Use Form A-5 to provide demand characteristics for the 15-Year Performance Period.

Rail Enhancement Fund
Project Application Form
Newport News Warehouse D Rail Addition and Modification

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Attachment A
Form A4 – Passenger Service – Commuter/VRE

Demand Characteristics	CATEGORY	UNITS	VALUE
	Annual VRE Passengers (Existing)	Passengers/Year	Not Applicable
	Steady State Demand -- Additional VRE Passengers	Passengers/Year	Not Applicable
	First Year Number of Additional Passengers	Passengers/Year	Not Applicable
	Number of Years Until Steady State	Number of Years	Not Applicable

Project Impact on Travel Distance & Time	CATEGORY	UNITS	VALUE
	VRE Passenger Trip Length (Existing)	Miles	Not Applicable
	VRE Passenger Trip Length (After Project Completion)	Miles	Not Applicable
	VRE Travel Time Per Trip (Existing)	Minutes	Not Applicable
	VRE Travel Time Per Trip (After Project Completion)	Minutes	Not Applicable

Use Form A-5 to provide demand characteristics for the 15-Year Performance Period.

Rail Enhancement Fund
Project Application Form
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Attachment A
Form A5 – Demand Characteristics for 15-Year Performance Period

Performance Year	Performance Value*
1	1,300
2	1,500
3	3,000
4	3,000
5	3,000
6	3,000
7	3,000
8	3,000
9	3,000
10	3,000
14	3,000
12	3,000
13	3,000
14	3,000
15	3,000
Total	41,800

* For Freight Service Projects -- car loads or containers per year
For Inter-City / Amtrak Passenger Projects -- passengers per year
For Commuter / VRE Passenger Projects -- passengers per year

Rail Enhancement Fund
Project Application Form
Newport News Warehouse D Rail Addition and Modification

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Rail Enhancement Fund
Project Application Checklist
Attachment B

Internal Use

DRPT Tracking #

Date: 12/8/2009

Name of Applicant and Project:

Virginia Port Authority – Newport News Warehouse D Rail Addition and Modification

Checklist for Application

1. Project is consistent with goals of applicable adopted state, regional and/or local plans.

☒ Yes ☐ No

2. Project is an Additive Investment to Virginia.

☒ Yes ☐ No

3. Project provides for, or does not preclude, shared or dual access opportunity.

☐ Yes ☒ No

4. Applicant has provided documentation and certification of at least a minimum 30% match.

☒ Yes ☐ No

5. Applicant has provided an environmental review plan and/or public involvement plan, if applicable, and required budget for this activity as outlined in Appendix D.


☒ Yes ☐ No

6. Application is complete, including signature and specified number of hard copies and an electronic (pdf file) copy; and Applicant has reviewed the Standard Agreement as provided in Appendix C.

☒ Yes ☐ No

**Rail Enhancement Fund
Project Application Form
Newport News Warehouse D Rail Addition and Modification**

8 December 2009

 DATA REQUEST FORM		Select Service Type for Requested Project Freight -- Start Here	Application Status COMPLETE!
PLEASE FIRST SELECT THE SERVICE TYPE FOR THIS PROJECT, THEN FILL IN DATA FOR ALL THE VARIABLES IN THE YELLOW BOXES. CHECK THAT THE APPLICATION STATUS READS "COMPLETE" TO MAKE SURE YOU'VE FILLED OUT ALL NECESSARY INFORMATION.			
A. Freight Service and Infrastructure			
Units	Values	Additional Instructions	
1 Current Level of Service	Railcars 1,300.00	Enter the number of railcars hauled on the line associated with the project, for the previous year.	
2 Service mileage - Total (existing)	Miles -	Enter the average service miles before and after the completion of this project. Total service miles would be greater than "Virginia only" if the track continues out-of-state.	
3 Service mileage - Virginia (existing)	Miles -		
4 Service mileage - Virginia (after project)	Miles 800 LF (Single Tracks)		
5 Current annual tons of rail shipments	Tons 91,000.00	Enter the most recent completed annual figures.	
6 Rail cars per train	Railcars / Train 12.00	Enter the average amount of rail cars per train.	
7 Rail tons per railcar	Tons / Unit 70.00	Enter the average amount of rail tons per railcar.	
8 Change in daily delay for freight trains	-	Enter the deduction in delay time upon project completion in hours per day, per freight train. Enter as positive.	
9 Reduction in number of rail crossings	Number of crossings -	If applicable, enter the number of street-side rail crossings eliminated due to project completion.	
10 Truck trip length	Miles -	Enter the distance cargo would have to (or currently) travel(s) by truck. Distance should be comparable to the Virginia only miles shown in item 4.	
B. Passenger Service and Infrastructure			
Units	Values	Values	Additional Instructions
C. Cost Estimate			
Year	Total Cost	DRPT Cost	Year
* Please read the following before filling out "Cost Estimate". Enter the dollar amount of the total project cost estimate to complete the entire project under the column labeled "Total Cost" in the corresponding year. Total Cost estimates should include all the costs associated with the project, not solely the phase or portion of the project requesting DRPT funding. Insert the dollar amount of the funding requested by DRPT under "DRPT Cost."			
1	2,560,000.00	1,900,000.00	11
2	990,000.00	530,000.00	12
3	-	-	13
4			14
5			15
6			16
7			17
8			18
9			19
10			20
Total Cost \$ 3,550,000.00		DRPT Cost \$ 2,430,000.00	
D. Additional Demand Estimate			
Year	Railcars	Passengers	Year
* Please read below before filling out "Additional Demand Estimate". Enter the estimated increase in demand for railcars/passengers in the corresponding year. NOT NECESSARY TO FILL OUT THE DEMAND FOR ALL YEARS, BUT A MINIMUM OF 15 YEARS IS REQUIRED. If demand is expected to increase after 2031, please enter the estimated growth rate of demand after 2031 in the box below.			
Opening Year	2011	Baseline	2021
2009	1,300	0	2022
2011	1,300		2023
2012	1,500		2024
2013	3,000		2025
2014	3,000		2026
2015	3,000		2027
2016	3,000		2028
2017	3,000		2029
2018	3,000		2030
2019	3,000		2031
2020	3,000		2032
2021	3,000		2033
Growth Rate		Total Railcars 41,800	
Total Passengers 0		Total Passengers 0	

APPENDIX D

RAIL ENHANCEMENT FUND SAMPLE BUDGET AND SCHEDULE

Project Schedule

Calendar Year	2010				2011				2012			
Quarter	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th
Preliminary (30%) Design												
Full Design												
Construction Advertisement & Award												
Construction												
Project Complete												

Detailed Project Budget Summary

Scope of Work

Amount

Preliminary Service, Engineering	
30% Design Engineering	\$125,000
Final Design Engineering	\$125,000
Construction	\$3,200,000
Construction Management	\$100,000

Total Project Budget \$3,550,000

Funding Cost share

Amount

DRPT Participation (69%)	\$ 2,450,000
VPA Local Match (31%)	\$ 1,100,000

Rail Enhancement Fund
Project Application Form
Newport News Warehouse D Rail Addition and Modification

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Certification of Match

The Virginia Port Authority (VPA) has applied to the Commonwealth of Virginia for Department of Rail and Public Transportation Rail Enhancement Funds in the amount of \$2,450,000 to assist in funding the **Newport News Warehouse D Rail Addition and Modification**. The percentage of Rail Enhancement Funding requested is 69% of the estimated cost to reach \$3,550,000.

As an attachment to the funding application, this document certifies that VPA will provide a 31% funding match in the amount of \$1,100,000 from revenue generated from Virginia International Terminals (VIT) terminal operations (as opposed to Commonwealth Port Funds provided by the Commonwealth of Virginia), which constitutes the remaining balance of the estimated cost.



Kevin P. Abt, P.E.
Chief Engineer
Virginia Port Authority

Newport News Warehouse D Rail Addition and Modification

Certification of Additive Investment

This certifies that the Commonwealth of Virginia Rail Enhancement Funds requested in this application will add significant capital improvements to the state's rail infrastructure, and result in public benefits to the Commonwealth that are greater than the actual amount of public funds invested.



Kevin P. Abt, P.E.
Chief Engineer
Virginia Port Authority

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Statement from the Applicant

SWAM Participation Goals to be Achieved by the Project

This is to certify that the Virginia Port Authority will work to achieve the Small, Women-owned, and Minority-owned (SWAM) participation goals in the project for which these Rail Enhancement Funds are requested, as directed by Executive Order 33 (2006) from the Governor of the Commonwealth of Virginia.



Kevin P. Abt, P.E.
Chief Engineer
Virginia Port Authority

Rail Enhancement Fund
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Statement from the Applicant
Acknowledgement of Commonwealth Public Interest

This statement from the Virginia Port Authority acknowledges that the Commonwealth of Virginia will have a public interest in the facilities, materials, equipment, and improvements funded or impacted by this project.



Kevin P. Abt, P.E.
Chief Engineer
Virginia Port Authority